CLASSIFICATION CONFIDENTIAL. CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT DATE DISTR. 22, Sep. 1954 COUNTRY USSE NO OF PAGES 4 Information Concerning Railroad Stations in and SUBJECT Near Kisw, USSR NO. OF ENCLS. PLACE ACQUIRED SUPPLEMENT TO REPORT NO ACQUIRED DECE OF TAPORMATION THIS IS UNEVALUATED INFORMATION

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- Station Dataitsa, located on the outskirts of Kiew, pslottly in the astroper known as "classiess station." This meant that it belonged to the light classification insolar as the turnover of cars and the Crelian Operation was requested. For example, in 1961, during on the age 26-hour period testeem 2500 and 3000 cars were handled. The example unlessings in the same 24-hour period.
- Describes bad a very large classification vard and was equipped with the tradato technical devices and a mechanical hump for classifying cace. For especiety of the bump for a 24-hour period was 75 trains. In other to consider trains derectly into the classification yard from Mechanian and Education are approach track was built to connect with the Mezhin-Darmitsa line. This means that all freight trains which had to be sorted or classified were directed to the Darmitsa classification yard rather than to the Kiest switching yards, as was previously done. The Station Darmitsa was a training the depot only, since all passenger trains were dispatched from Station Kiev I Passenger.
- 3. The constraination yard had six tracks for receiving and 19 tracks for distributing, each long enough to hold between 75 and 100 cars. There were two switching yards at Darmitsa. One, known as the Kath Plant Darmitsa the tracks and received and dispatched trains from Petrovka and Kint. The other, known as the Poltava Yard, received and dispatched trains from him and Poltava.
- A. In the vicinity of Darmitsa are the following industries served by Station Darmitsa:
  - best Combinate. The main item processed was bacon and the entire output was exported. A car washing point was located near this plant. Cars were steam cleaned after the livestock were unloaded.

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- Freight car repair shop. This shop was built in 1933-1934. There were about 2000 employees.
- c. Plywood Factory; employed about 200 employees.
- d. Colophony Factory. Quinine was also produced at this plant for export.
- e. Silk Factory. This plant produced various articles of silk but the main production was parachute silk for the air force. This plant was built in 1938-1939 and had about 3000 employees. All raw materials were shipped to the plant from the outside.
- f. Chemical Plant. Built in 1937-1938; the production was secret. The plant was located in a wooded area and tree leaves were damaged by poisonous gases from the plant. There were about 1000 employees.
- 5. One of the major problems of the Soviet-Ukrainian Government after the Hitler-Stalin pact was to connect Kiev with the newly acquired city of Lvov (Lemberg). In 1939 a highway was planned to connect the two cities. Construction was begun the same year at Darnitsa. A reinforced concrete bridge was begun across the Dnepr River. At the outbreak of World War II, ports. However, the Red Army blew up the entire construction when it.

# Station Kiev II, Moscow's

- 6. Kiev II Station is located on the outskirts of Kiev on the Darnitsa-Kiev I Passenger line. Originally this was pirt of the Moscow-Kiev-Vorony private line and the Kiev II Station was important as a transhipping junction. As of 1942 it was regarded as an intermediate station. The technical equipment was very poor in 1942. Blocking was absent. Switches were locked by padlocks (the keys being kept by the master switchmen) or by "Melentiev's system."
- 7. Station Kiev II served the following industrial factories located in the vicinity:
  - a. Furniture factory (local consumption).
  - t. Candy factory (about 150 persons employed).
  - c. Tar-paper factory (about 160 persons employed).
  - d. Textile factory. Jersey material manufactured and women's dresses: sweaters and stockings were made. About 600 persons employed.

# Station Kiev I, Passenger

- 8. Station Kiev I, Passenger, belonged to the "classless" group alec. It was an assembly and dispatching point for local and express passenger trains. Express trains were dispatched from the tracks at Station Kiev I, Passenger, while local trains were dispatched from the tracks at the old terminal.
- 9. The following express trains were dispatched daily:

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10. The following direct passenger troins were dispatched daily:

u.	To Politava
b.,	To Moscow-Vereny8
C a	To Chernigov-Priluki5
đ.	To Fastov-Kezatin-
	Zhmerinka-Zhitomir-
	Kamenets-Podolsk12
÷,	Other local trains30
	Total (all trains)
(app	roximately the same number of trains arrived daily at Kiev 1)

- 11. Station Kiev I, Passenger, was built between 1928 and 1931. It was well equipped and compared with western-type stations. It had electric blocking and electric signalling devices. There were 20 distributing tracks and a 20-track switching yard. A weak point in the station operations was the fact that the depot was not large enough for the traffic. This problem was partially solved by enlarging Station Darnitsa and transferring to it the locomotives used for assembling trains at Station Kiev I. However, a new and larger station was being planned to accommodate the traffic.
- 12. Station Kiev I, Passenger served Lenin's Forge and T.E.C. (Central Electric-Heating Plant). Lenin's Forge manufactured boilers for the Kiev Ship Yard as well as other mechanical parts. About 5000 workers were employed. The T.E.C. supplied heat and hot water to the city. In addition the Bolshevik Plant, which manufactured agricultural equipment and employed about 5000 workers, was served by Kiev I.

### Post Volynskij

13. The station known as Post Volynskij was located about 7 km west of Station Kiev I, Passenger and about 8 km west of Kiev Freight. It had four tracks for passenger trains and two tracks for freight trains from Fastov and Kazatin to Kiev I, Passenger, Kiev Freight and to Darmitsa through Station Petrovka. The Yard "A" at Post Volynskij received trains from Fastov and Kiev and dispatched them to Kiev I, Passenger, Kiev Freight, Darmitsa and Fastov. In Yard "B" trains were received from Petrovka and Darmitsa (through Petrovka) and dispatched to Fastov, Kazatin and Zhmerinka. Yard "A" had six tracks and Yard "B," four tracks. Post Volynskij had mechanical blocking equipment. Plans were underway for the construction of a new distribution yard just before World War II.

#### Station Sviatoshino

14. Station Sviatoshino, located on the Kiev-Korosten line, was a second class station. It had six tracks for receiving and dispatching trains from Petrovka and Post Volynskij. In 1935-1936 a large factory was constructed near the station by military authorities. About 5000 workers were employed there.

The plant was connected with the station by about 15 km of siding.

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### Station Kiev-Petrovka

15. Station Kiev-Petrovka was a first class station, located on the circle between Darnitsa and Post Volynskij. The station was important commercially because it served the industrial plants of the "Podol" section of Kiev. The "Podol" had several mills and warehouses. The station was located on the bank of the Darpi River and also served as a port-station. Lumber, grain and vegetables transported by water were unloaded here for transshipment and warehousing. There were 12 tracks at the station. About 150 cars a day were loaded and unloaded.

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	Station Nezhin	** <b>= 2</b> *=2 ***		
lé.	up-to-date technical "Kiev switch yard" for Bakimach-Moscow and pr Bakimach and Chernigov trains. All switches the "Melentiev System turnover (24 hours) of brickyard in the city the station produced to oil refinery, which pr 150 cars of oil per ye Darnitsa there were the	equipment in 1942. Treceiving trains friluki-Chernigov. The to Kiev and Priluki were hand operated, and all others by pt between 2000 and 250 of Nezhin. A cucumber of the total and all others by the total and all others by pt between 200 and 250 of Nezhin. A cucumber of Nezhin. A cucumber see as a cocessed sunflower see are sugar refineries.	ion of the Kiev-Moscow and ass junction station. It had here were 12 tracks in its on Kiev and dispatching them to be were 11 tracks for trains from hid seven tracks for all passenge the main ones being locked by dlock. There was an average of cars. There was only a small pickling factory located near rs of pickles per year. An ds and produced between 100 and hearby. Between Nezhin and located at stations Nosovka, occessed between 2000 and 3000	r
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